Will Be Forfeited

C. A. DUERR & CO., Inc., To Anyone Who Can Show That

THE AXLE

which was used on the

"Royal Tourist"

which ran at Brighton yesterday

DIFFERENT

to that used on our

Regular Stock Royals

or different to that used on our Demonstrating Car with which we climb

FORT LEE HILL.

WRIDGWAY'S GREAT DRIVE,

REMARKABLE CONTINUOUS RUN IN AN AUTOMOBILE.

Beats the Tlous and Mile Record by More Than Four Hours and Without Relief -Woman's Veil Proves a Handy Adjunct-Time Out to Fix Pipe.

Shortly before noon yesterday Charles G. Wridgway of this city finished the most remarkable continuous run of a thousand miles that has yet been achieved with an automobile. Starting at 9:38 o'clock on Friday morning, Wridgway drove his car, without having the engine stop at any time, around and around the mile course of the Brighton Beach race track until he had completed 1,000 miles at 11:28:01 o'clock yesterday morning. The performance was timed by a ship's chronometer and half a dozen stop watches in the hands of capable persons, and the time for the thousand miles was agreed on as 25 hours, 50 minutes 1 second. This is a hours 3 minutes and 36 seconds better than the previous record for 1,000-mile non-stop run on the track, made last summer by Charles Schmidt at Detroit. Wridgway's feat indi-cates that with a perfect stretch of road

schmidt at Desroit. Wridgway's feat indicates that with a perfect stretch of road between New York and Chicago it would be possible to make the trip in 2s hours or less. Wridgway finished his task in fairly good condition. On the run he was sustained by chicken and ham sandwiches and coffee. He stopped, or slowed up, every 100 miles to get a sandwich or two and a cup of coffee. Outside of this diet he had two drinks of whiskey and nothing else in the way of stimulant. Fresh supplies of gasoline, &c., were taken on when he stopped for food.

All through Friday night, when heavy mist hung over the grounds, Wridgway continued his circling drive around the course and much of the time he had to steer by faith and take his chances of going through the fence. Before dark set is on Friday the inner rail of the track had been strung with 144 incar descent lights in red globes, but the mist was often so heavy that these were not discernible. Mr. Wridgway removed his goggles in order that he might be able to see the guiding lights. He found the wind and the mist and the dust more than his naked eyes could endure, however and he called for something to protect them. One of the judges had a happy thought and a woman's veil, and he took them both to the heroic motorist. Mr. Wridgway adjusted the veil with a laugh, but he kept it on until the end of his drive, and then said that it was, the finest thing that he had ever worn in a motor car.

The last 170 miles of the run were driven

the end of his drive, and then said that it was, the finest thing that he had ever worn in a motor car.

The last 170 miles of the run were driven by Wridgway without a stop for food or for engine supplies. He was out to make time on the last stretch of the trip and drove as if he were racing. His time would have been a few minutes better because of this spurt had it not been for an accident that occurred to the car when it was eighty miles from the end of the journey. The exhaust pips broke and a piece of it fell to the track. It was seen dangling by the judges' and Wridgway was warned through the megaphone to stop, which he did. Several minutes in all were lost.

The car with which Wridgway made the run is a regular Peerless touring model, of 24 horse-power, except that it had a racing body with a seat for two, and extra large tanks for fuel, lubricating oil and water. Roy Wasson rode with Mr. Wridgway a large part of the time, and there was always some one in the seat beside the driver. There was some threat of police interference yesterday morning, but this was warded off by the explanation being made that Wridgway was being regularly relieved at the wheel by Wasson and was a passenger part of the time. This pacified the cop, even though it wasn't true.

The acore of Mr. Wridgway's drive, by hun-

The score of Mr. Wridgway's drive, by hundred miles, was as follows:

ROUGH WORK AT LACROSSE. Baum of Columbia Injured in Game Won by Harvard.

CAMBRIDGE, May 6.—Harvard won her first game in the interuniversity lacrosse league on Soldier's Field this afternoon by defeating Columbia, 8 to i. The game was fast throughout, but not until the close of the second half did it get rough.

Saylor of Harvard, who played a need-lessly rough game, had his face badly cut, and when he got back into the game cut H Baum of Columbia in the nose. The cut was so large that Baum had to be taken to the Stillman Infirmary and have several stitches taken in

stillman Infirmary and have several stitches taken in it.

The Harvard team played together better than the visitors, and the individuals followed the game closer. Columbia was fairly asleep in the first haif, and Harvard worked in six of her soals. In the second half Columbia wakened up a bit, and held the Crimson down to two goals. Smith was the star of the home team. He succeeded in landing the ball ithe soal four times. Ackerman and Wendoll also played a good game. H. Stewart played the best game for Columbia.

Stevens Freshmen Defeat Brooklyn High

The Brooklyn Boys' High School lacrosse team and the twelve of the Stevens Institute freshmen met yesterday morning on the Crescent Athletic Club grounds at Bay Ridge in what is to be the first of a series of annua The Hoboken students scored two soals in the first period and added four more to their tally in the second period, winning the match by 6 to 0.

NOTES OF THE TRADE.

What's Going On in Automobile Circles. The drivers have been chosen for the trans-onlinental race from New York to the Lewis and Clark contennial at Portland. Ore. Percy Megargee of Buffalo is elected to drive one of the Olds run-ebous and Dwight B. Hams of Detroit the other. shouts and Dwight B. Hams of Detroit the other. Both these men drove cars on the St. Louis tour last year. This race has aroused great interest among automobilists, and a flood of applications poured in on the Oids works in response to their \$1,000 prize offer and call for volunteers to drive the cars. The race promises to be an interesting one. One of the restrictions imposed on the drivers will be the observation of the road laws of the State through which they are passing. Under no circumstances are they to exceed the speed limit. In connection with the race the Olds Motor Works are offering a series of newsty-eight prizes for are offering a sories of seventy-eight prizes for photographs taken by persons along the soute—a structed by the Pope Manufacturing Company for track racing will be ready within thirty-days and will

AUTOMOBILES.

1787 Broadway.

Telephone 4130.

WILLIS AUTOMOBILE EXCHANGE.

AUTOMOBILES ALL BARGAINS
OWNERS ANXIOUS!
Forty horse Panhard, side entrance, top, etc., 85.500 (cost \$23,000); Mercedes, \$2,500-29,800-80,000, \$075; Searchmont, latest, \$750; Mors, four cylinder, \$1,300; Hoynes-Apperson, \$1000; Preedonis, \$450; Franklin Tonaneau, \$50; Premier Tonneau, \$560; Decanyille, \$550; Oldsmobile, \$252; Northern, \$300; Locomobile, \$10; Mobile Surrey, \$200; Peerless, \$700; Four-cylinder, \$1,900; Cadillace, \$600; other opportunities, BROADWAY AUTOMOBILE EXCHANGE, 137 to 148 West 48th ("The Church").

AUTOMOBILE BARGAINS. If you want to buy a second-hand Automobil

TIMES SQUARE AUTOMOBILE CO., 164 West 46th St., two doors east of Broadway.

1904 HAYNES-APPERSON (runabout), 14 horse power, with top and fixtures; extra headlight; 3 inner tires, horn, covers, &c.; cost \$1,500 July last will sell for \$700. Address M. S., 41 Abington av., Newark, N. J.

twenty-five of \$2 each, and fifty of \$1 each. In each case the competitor must send in one print mounted on cardboard or linen and the negative. The prizes will be awarded strictly on the merit of the photograph submitted, not as regards the time received. Maps showing the route are on exhibition at all the Oldsmobile agencies through out the country, where information can be ob-tained regarding the time of passing through dif-ferent towns, &c.

The greatest benefit to the automobile industry by racing is to advertise and keep it before the public and by attracting large crowds secure news paper publicity. The public has been more quickly ducated to the wonderful speed and possibilities of the automobile and the stability of the industry in this way than in any other, and the constructors of successful racers have reaped large rewards in high prices and increased sales. "There is no question," says Charles A. Duerr, the agent of the Royal Tourist, "that all manufacturers have been indirectly benefited, but in the end the manufacturer who builds a machine that will stand up under all conditions with the least expense for reunder all conditions with the least expense for renewals and repairs and yet have sufficient power
to satisfy the average rider will do more eventual
good for the trade and people than racing machines,
and the art of practical construction is almost
distinctly opposed to that of racers, for no automobile engineer will go to the racer for his road
designs. Mr. Duerr says he will forfeit \$1.000
to any one who can prove that a different axis
was used in the \$3 horse Royal which ran at
Brighton yesterday than is used in any stock Royal
touring ear, or different from the one that climbs
Fort Lee Hill or takes part in the hill climbing
contests.

There is a big business being done in Willis's exchange in second hand cars, and many of the buyers are people who could afford to buy new machines, but who being beginners prefer to experiment with a car of this sort rather than ruin a new one.

The "Automobile Depot" took possession of its new home last week. Bird & Archer are working industriously putting on the finishing touches, and when all is complete they will have one of the best equipped garages in New York. The building is five stories and basement and is situated at 231-35 West Portieth street. It makes a very striking appearance and is exceptionally well adapted to the storing of high grade machines. There is 30,000 square feet of floor space, ample room for 250 cars. One unique feature of this garage is the separate compartment space under look and key. Mr. Archer is having the entire second floor divided into booths, wherein owners can store their machines and lock them from interference from others. This feature is bound to draw the patronage of particular second who want some individuality for their cars. Bird & Archer are the sales agent of the Corré (French) and the Welch (American) cars, both of which have been seiling remarkably well.

At the recent Pecowsio Hill climb in Springfield one of the greatest surprises of the day was the showing of the new 16 horse-power Reo, driven by F. H. Pratt. In class G, it negotiated the incline of two-fitths of a mile in 54 4-6 seconds, or at the rate of 25 miles per hour. The grade is from 9 to 12 per cent. R. M. Owen, sales manager of the Reo Motor Car Company, said that with the Reo Bird in track racing and the stock cars is hill climbing contests and endurance runs, the product would be well represented in the various competitions promoted this year to show the worth of motor cars.

C. R. Rice has just completed alterations on the building 1785-90 Broadway, and now has one of the handsomest salesrooms for automobiles in New York, He only handles Baker electrics and with the additional room which he has acquired can take dare of 100 mashines. Stanbopes, runabouts and surreys went fast last week to prominent New Yorkers for use at their summer residences. Stanbopes in particular seem to have the call this year, but fortunately from now on Mr. Rice will be able to make immediate deliveries.

The Hartford Suspension Company receptly equipped a 24 horse-power Ford with their shock absorber. This oar then gave a demonstration across the Jersey meadows, over the Newark Turnpike, which is one of the worst roads in Jersey. The machine was enabled to proceed at highest speed, and at the conclusion of the run it was generally conceded that the suspension made it hard to distinguish between the rough turnpike and the Hudson County Boulevard.

County Boulevard.

The greatest racing team ever known will be run by Hollander and Tangerman this season. They will have four well known drivers to operate ten cars for track, road and beach racing. Charlie Meyers, who wonstructed for IR L Bowden the eight cylinder 120 horse-power Mercedes which broke the mile record at Ormond, and Fred Nagel, once a well known cycle racing man, with Cedrino and Lancis, the Italian drivers, will operate Flats. William Wallace will driver his own car and Paul Sartori that of Alfred Gwynne Vanderbilt. The ten cars for the team include the fine Gorden Bennett machines of 120 horse-power, two 90 horse-power Plats from last year and two track racers to be known as the Plat, Sr. 50 (horse-power) and Flat, Jr. 68 horse-power). These last will be constructed with the steering wheel to the left and hung low for fast track work.

I. M. England, president of the Peugeot Auto-

1. M. England, president of the Peugeot Automobile Company, says that the Peugeot manufacturers began fitting two complete sets of fgritten to their machines in 1803, and that they were the first to use the metal pas under the engine and transmission. The Peugeot is at present located in Passale, but heat year will probably see it located in New York in a handsome garage.

AUTOMOBILES

+THE SUN, SUNDAY, MAY 7, 1908

Oldsmobile Runabouts will race across the continent for \$1,000.00 in cash

EAVE New York from the Columbus Circle 9 o'clock Monday morning. May 8, bound for the Lewis and Clark Exposition at Portland, Ore., going through Poughkeepsie, Albany, Utica, Syracuse, Rochester, Buffalo,

Erie, Cleveland, Toledo, Chicago, Davenport, Des Moines, Omaha, Lincoln, Cheyenne, Boise to Portland,

A 7 h. p. Runabout that can even undertake a trip of this tremendous length (3200 miles) must be practically-perfect in construction and durability-built to sun and keep running. It will demonstrate it has plenty of power and is adapted to all



Cash Prizes for Photographs

We will give \$150.00 cash for the best photographs taken of these Oldsmobiles while on their transcontinental trip-\$25.00 for the best print and negative; \$15.00 for second best; \$10.00 for third best; \$2.00 each for the next 25, and \$1.00 each for the next 50. The contest is open to all. Get exact route and map from nearest agent-also circular regarding contest (or write to us direct).

Get our catalogue about Oldsmobiles, the most wonderful line of light cars ever produced for the money.

Harrolds Motor Car Co.

58th & Broadway **NEW YORK CITY** 20 h. p. 2 Cylinder Touring Car. 7 h. p. Standard Bunabout. 7 h. p. Touring Runabout. 10 h. p. and 16 h. p. Belivery Cars. Ten Passenger Ceach. 10 h. p. Light Tennezu Car.

OLDS MOTOR WORKS, Detroit, Mich.



Oldsmobile makes

mountain."

Hollander & Tangeman

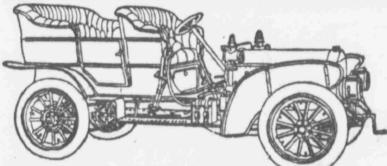
"The Aristocrat of Auto Cars."

"The Indestructible 1905 Fiat"

can now be seen at our garage. DUPLICATE PARTS ALWAYS IN STOCK.

3 and 5 WEST 45th STREET, Under Seiden Patent

COLUMBIAS ALWAYS WIN AT HILL-CLIMBING.



At the Pecowsic Hill Contests, Springfield, Mass., Wednesday, April 26th, a standard model



Driven by E. C. Baid, won the event for cars costing over \$3,500 and the event for cars loaded with four passengers. Its competitors were 15 of the most representative American and foreign bars, including three that sell for \$10,000 or over.

\$4,000. IMMEDIATE DELIVERY. ELECTRIC VEHICLE COMPANY, 19th Street and Broadway.

RELIANCE

OURING CAR

Double Side Entrance Tonnesu. Sliding Gear Transmission. Foot Pedal Control. More for your money than elsewhere.

GUARANTEED. Price, \$1,250.

NEW YORK MOTOR CAR COMPANY, 161 West 28th St.

be entered at the various meets throughout the country.

The New York Motor Car Company is to be congratulated on its success in securing the Reliance Touring Car for this section of the country. Constructed, as it is, on strictly mechanical lines, with every screw, bolt and pin interchangeable, the Reliance seems to be everything that the word signifies. The siliding year transmission locks, so that, so matter now hard one tree, the gears cannot be pairtipped. The control is by pedal and the car in every respect is simple and sattractive. The saliesroom of the company are located at id West Thirty eighth street, and Chester Clark Boynton, a member of the New York Motor Club, an experienced motorist, is in charge.

The Winton Bullet No. I will make its reappearance on the track at Readville on May 20 for its third consecutive season. This machine was built in 1808 for the Gordon Bennett race in Ireland, it has started in rices on both sides of the Atlantic, and informationally every lungureant American later from Boston to Sun Francisco. On its gribent





15-20 H. P. \$2,800 COMPLETE AND READY FOR TOURING. ARRANGE FOR EXTENDED ROAD TEST

Comobile co. of AMERICA New York, 78th St. & B'wav, JBO. F. Plummer, Jr., N. Y., Mgr. Member Asso. Licensed Auto M'ra

tuning up the eight cyclinder engine ran beautifully.

are produced in a plant? where Electric Vehicle manufacture is the sole and single purpose; the Baker is not a Vehicle to the making of which its producers give half thought, half time.

simplest and safest in control of any automobile in the world. Immediate deliveries.

1790 Broadway. Cor. 58th St.

Phone, 935 Columbus.

THE Has Moved Into Its

The flost Thoroughly Equipped Es-

REPAIR SHOPS

CORRE (Imported)

For Which We are the Sales Agent.

30-35 H. P., 1905 Medel Price, \$5,000

R. A. Greene With Locomobile Company

Company, Hartford, has just returned from what he considers one of the most remarkable early apring tours ever undertaken in northern New York. Driving an 18 horse-power Columbia he left Hartford on April 12 and followed a route taking him to New York etty, Albany, Troy, Scheneeudry, Saratoga, Utios, Singhamiton, Kingston, New York city via the west side of the Sudson and back to Hartford, where he arrived on April 26, In tartfilly out he found the reads up the Hudson in yery bad shape, while those toward the centural part of the Sudson was after the Sudson who have the machine. Near Delhi he clid over an embankment but was

Baker Carriages are the

2.....

Automobile Depot (Inc.) NEW GARAGE 23l, 233, 235 West 40th St.

Tels. 2176-7 88th. RENTING-SELLING — STORING

Equipped With Letest Clachinery. This is the new home of the

WELCH (American)

LOCOMOBILE

Delivery from Factory June 1st to 15th. This is the last 30-35 h.p. car remaining for sale of the 1905 production.

70th Street @ Broadway, N. Y.

"Maximum Wear, Minimum Repair,"

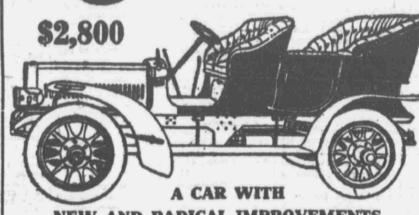
1902. Peugeot adopted mechanically operated inlet valves. Other builders laughed. 1905. All high grade cars now use these valves, which means

PEUGEOT LEADS.

Telephone 251 Passaic for appointment for demonstration, which will made at your convenience

AMERICAN PEUGEOT AUTOMOBILE CO., SOLE AMERICAN AGENTS, PASSAIC, N. J.

Model D-Four Cylinder-30 Horse Power.



NEW AND RADICAL IMPROVEMENTS

Great strength and durability. No noise or vibration. No clashing of gears or pounding of engine Without any shifting of gears the speed can be changed from 2 to 50

miles an hour apparently without any effort on the part of the motor. You will be impressed with the easy riding qualities of the car-it adapts

Planetary gear transmission of Cadillac type (three speeds forward and one reverse-all speeds on single controller lever) can be worked with ease by a non-experienced driver with certainty and safety. No racing of motor-no loss of headway-gears can be changed at any

These and other improvements make this car the greatest achievement of American manufacturers. Come and see it and the other Cadillac models. Model "E" "Cadillac Ten Horse Power Runabout, \$750.

Model "F" Ten Herse Power Cadillac Tonneau Car, 8956.

Medel "D" Thirty Herse Power Cadillac, \$2,806.

Cadillac Delivery Wagen, Ten Herse Power, 8956. Come and have a ride in one, so that you can see for yourself

rate of speed.

what we say about the Cadillac is true. THE CADILLAC CO., of New York, 151 West 38th St.

THE CLEVELAND CAR.

Made by the Cleveland Motor Car Co., Cleveland, O.

tributing Agency for the Cleveland car. At one time or another there has been offered to me the representation of many of the best known American cars, but I have felt it necessary to decline their representation, and wait until an American car could be secured that might be conscientiously recommended and which would stay sold and not embarrass my trade in

I beg to announce that I have taken the General Eastern Dis-

the well known French car, the Richard-Brasier. The Cleveland chassis is made complete by the Federal Manua facturing Co., the largest and one of the oldest concerns in the busi-

ness. Their yearly guarantee means something. The car is a double side entrance phaeton, 18-20 H. Pe; four cylinder; pressed steel frame; 32x4 inch tires; mechanically operated valves; bevel gear drive; weight complete 2,100 lbs.

..... IMMEDIATE DELIVERIES GUARANTEED. DEMONSTRATIONS. NEW CATALOGUE.

> The state of the s E. B. GALLAHER, General Eastern Distributing Agent,

> > 141 West 55th Street, N. Y.

RICHARD-BRASIER

Immediate Deliveries on New Models.

ONE 30 H. P. MODEL JUST RECEIVED. LUXURIOUS SIDE ENTRANCE TOURING BODY. ONE 16 H. P. MODEL TOURING CAR.

ONE 16 H. P. CHASSIS. 20 H. P. AND 30 H. P. MODELS FOR MAY DELIVERY. NEW YORK OR PARIS.

DUPLICATE PARTS CARRIED IN SYOCK.

Agente and Importers. ED. KAMPMANN & CO.,

E. B. GALLAHER. 141 West 55th St., N. Y.

Tel. 1995 Columbus.

\$10.00 Automobile Lather Coats, \$5.75. up. On Automobile CLOTHING we best the world in prices. Single, divible breasted, Norfolk cut. Gray-Davis, Solar, Diets LAMPS and Generators. Hardreds, Diamonds, Goodrich, Dunlop TIRES